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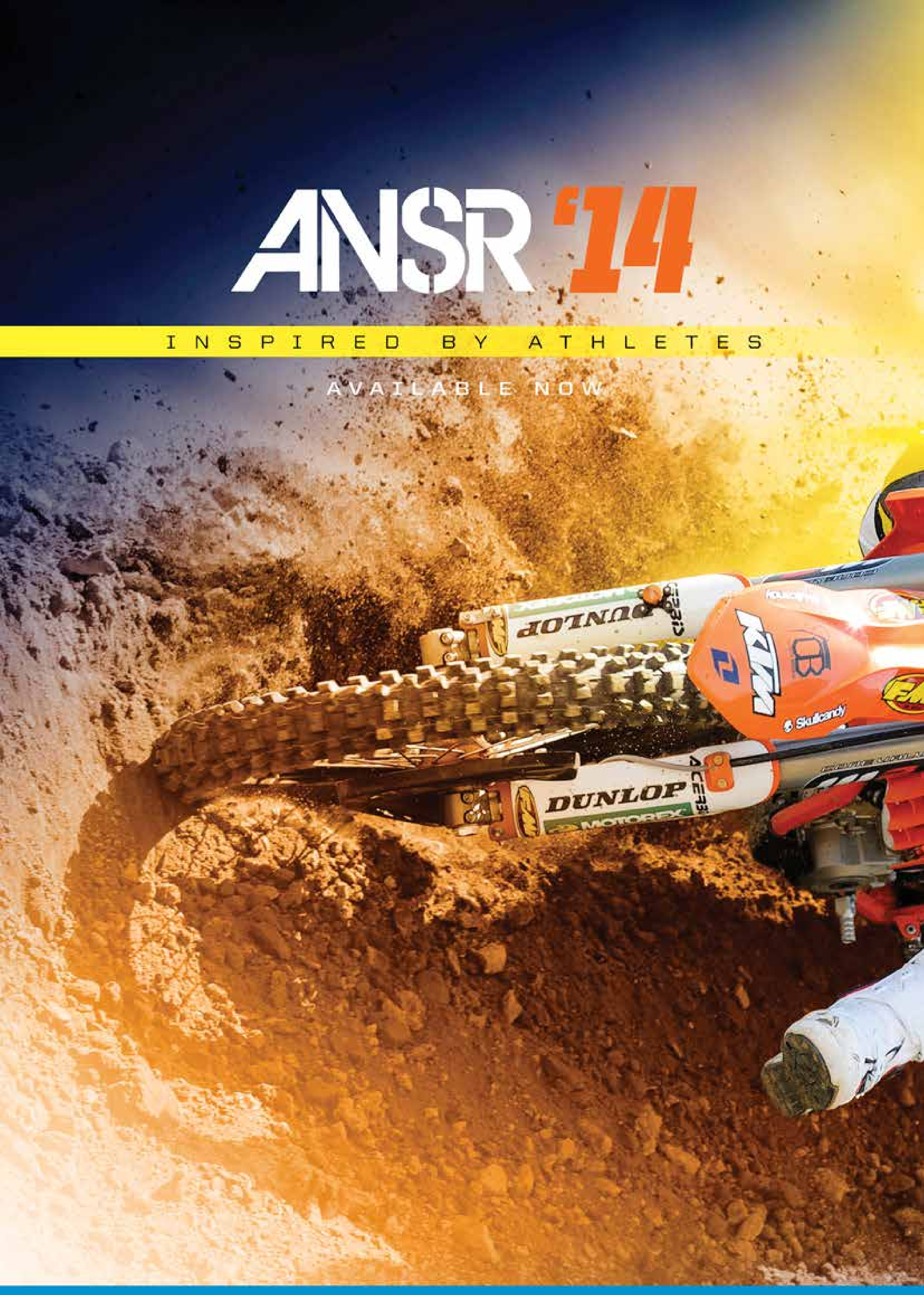
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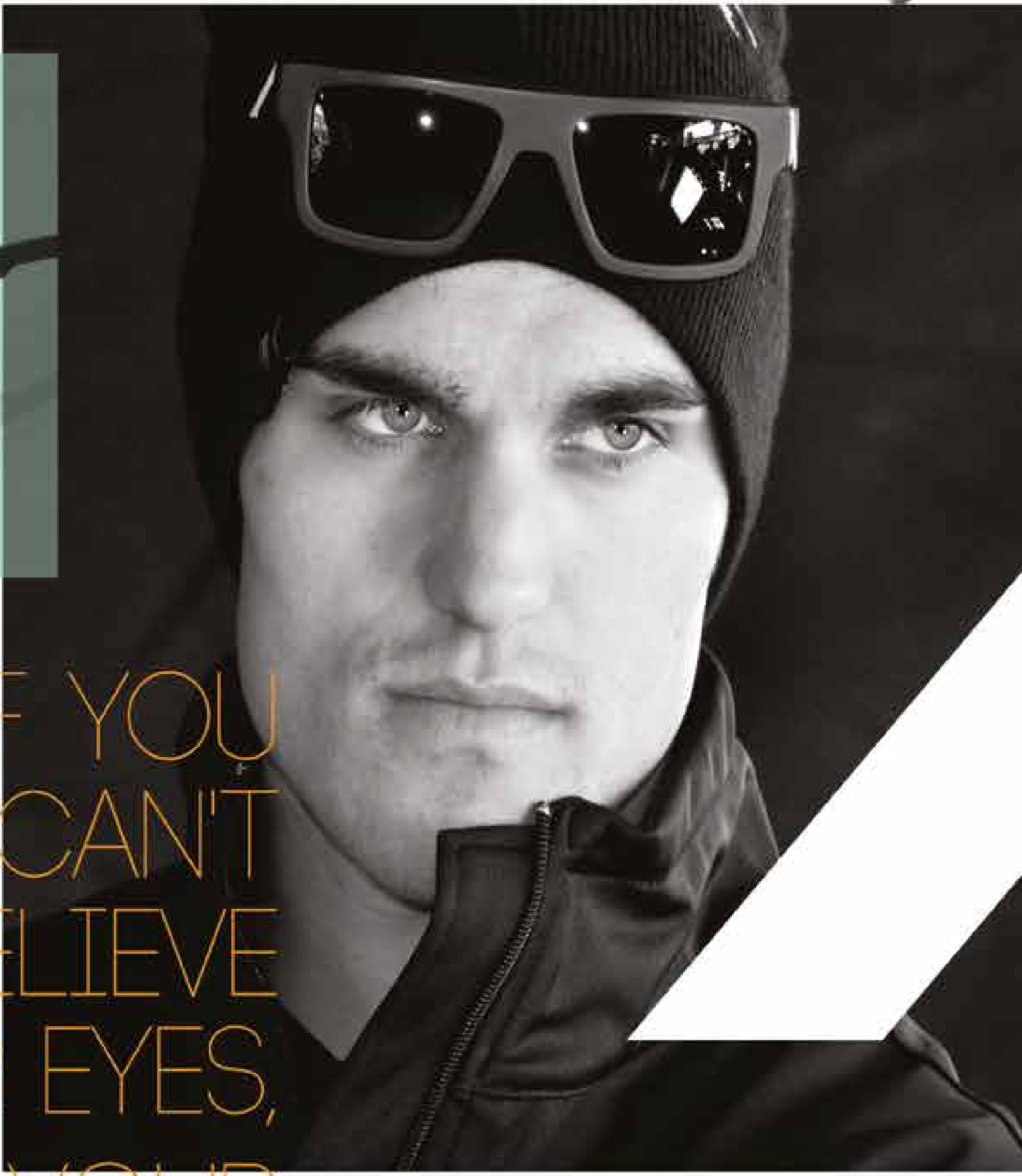
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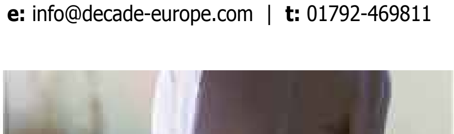

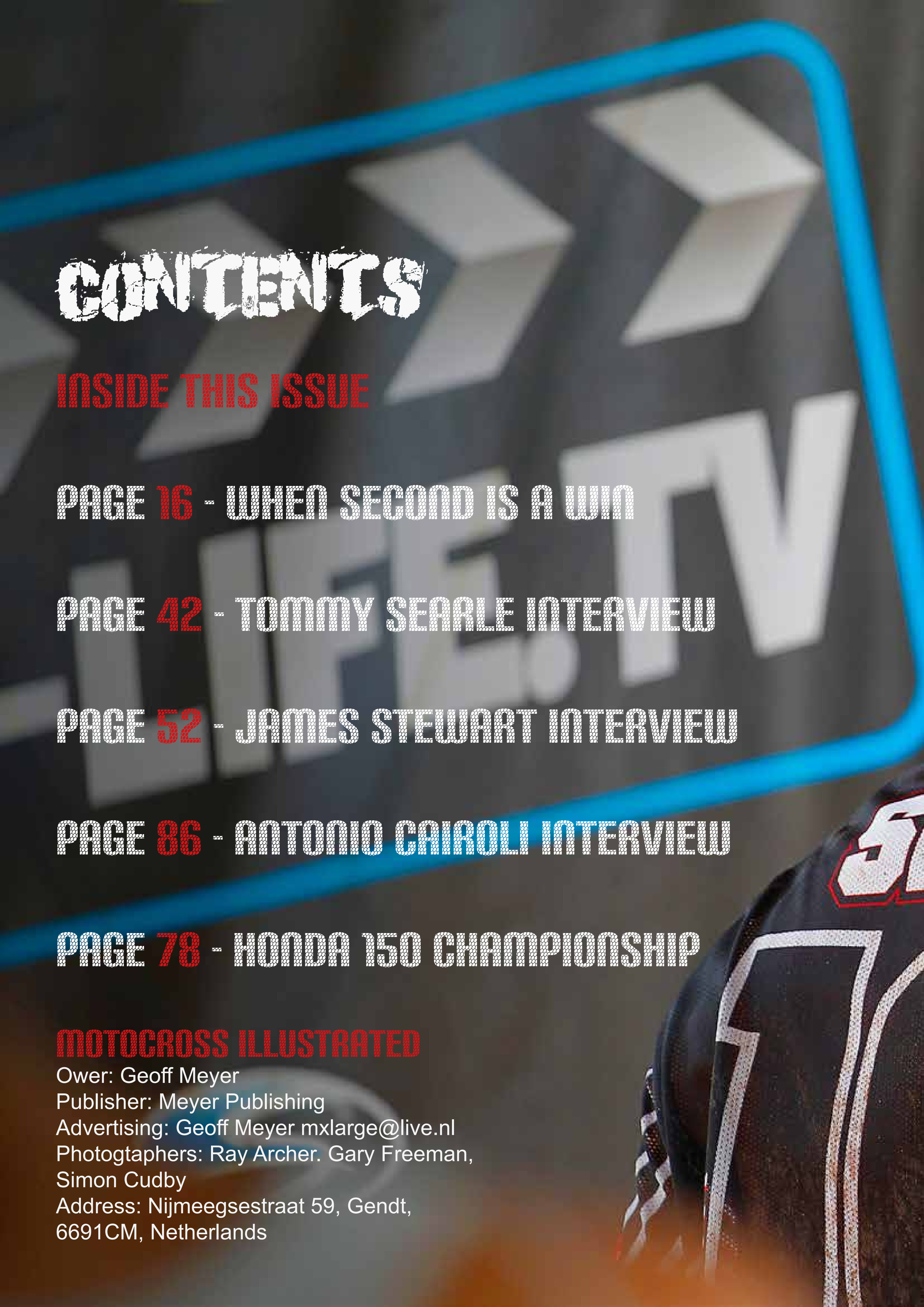

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MOTOCROSS ILLUSTRATED
Ower: Geoff Meyer
Publisher: Meyer Publishing
Advertising: Geoff Meyer mxlarge@live.nl
Photogtaphers: Ray Archer. Gary Freeman,
Simon Cudby
Address: Nijmeegsestraat 59, Gendt,
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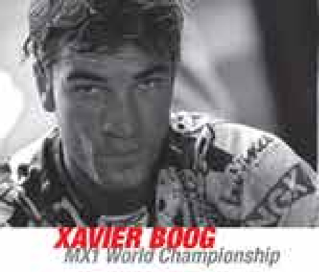

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MX1 World Championship

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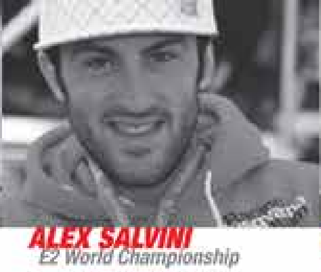
MX2 World Championship



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WHEN SECOND BEST IS A WIN

STORY GEOFF MEYER IMAGES RAY ARCHER

For the competition of the Red Bull KTM Factory team sometimes a second place might just feel like a victory. It is the current situation in the FIM World Motocross Championships as Italian Antonio Cairoli and Dutchman Jeffrey Herlings continue to dominate their respective MX1 and MX2 Championships. If you need stats, then its a sorry sight for the opposition as KTM have won 22 of the 26 (combined) Grand Prixs, and the points lead by both the Italian and the Dutchman is simmering on total destruction.

Red Bull
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Cairoli doesn't look like slowing down soon and with the news that Herlings can spend another couple of years in the MX2 class, then Cairoli can seriously look at taking another couple of titles before the new generation takes over. I for one hope Cairoli can put some pressure on the legendary Stefan Everts and his 10 World titles. There is nothing more exciting in my opinion than seeing somebody make history and we got to enjoy that a lot when Everts was racing. When Everts retired my interest in the sport suffered, as did many other peoples.

As for Herlings, another year in MX2 can only mean another MX2 title, unless injury takes about his triple crown. If Herlings can win again in 2014 then he will become only the third rider in the sports history to win three in a row, joining Gaston Rahier and Alessio Chiodi who went 1-1-1 in (Rahier) 1975, 76, 77 and (Chiodi) in 1997, 98 and 99. My bet, if Herlings get three in a row he will go for the fourth, meaning he won't go MX1 until 2016.

Whatever happens in the next couple of seasons KTM and now Husqvarna might just continue to dominate as they continue to put more budget and effort into the Grand Prix series.

But what about the second best guys, Rockstar Energy Suzuki factory rider Clement Desalle and Red Bull KTM factory rider Jordi Tixier. Desalle did start the season with that stunning, if not confusing win in Qatar, while Tixier has at times been able to battle with Herlings (as he did in Germany for a few laps), but winning a GP against his more destructable team-mate, that just doesn't look like happening soon.

In Germany Desalle came close to topping Cairoli, but the little Italian was just too strong in the second moto and handed the Belgian his ass once again. Desalle did feel some satisfation from Germany though.

"My feeling was good on the bike in Germany, and even if my starts were not perfect I could still get into the top-four in the first laps. I got into first position in the first moto and – like I try to do all the time – found a good rhythm to make a gap; enough to be able to win. It was going well and I only made two mistakes. The track was a bit tricky but it was also good for riding because it was technical and not too dusty. I appreciate the fact that the ground was well taken care of, especially with the high temperatures. I knew the second moto would be difficult and Tommy Searle and I fought again but it was good and quiet this time. Afterwards I was behind Antonio and following his lines, staying in touch, but it was getting hotter and hotter and I just wanted to stay on two wheels. To take the points today and be second in the championship is good for me and the team but I'm sad for Gautier and it is not nice to see a rider down on the track for a long time. I hope he is OK. I'm happy to be up here on the podium but a bit disappointed to be second again. It is difficult to be concentrated and consistent to the end of the season but this is what we will aim for."

As for Tixier in Germany, the French rider really surprised Herlings in the second moto as he clung to the lead, eventually he did hand the front spot to Herlings, but that first few laps showed his speed is improving, and that is a good sign for 2014.

"I got a good start both times and I had a good speed," he said. "My goal is to be out in front for a bit longer every weekend and this time I led the second moto for five laps and that was pretty good. I could have let Jeffrey past in the first lap but I didn't want to do that because I am working on improving my speed, also for the coming seasons."

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Antonio Cairoli continues to be the best Motocross rider in the FIM World Motocross Championships. His domination of riders like Clement Desalle, Gautier Paulin and Ken De Dycker is impressive. Here he leads the pack in this very good Ray Archer image

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Christophe Charlier has been in good form, and was rewarded with a spot on the French Motocross of Nations team. Yamaha image

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In my opinion the best looking style in the sport of Motocross and Ken Roczen always looks the part. in his FOX Racing gear Here the German is flat out as Simon Cudby catches him in action.

Have to feel for Steven Frossard. A couple of years ago he looked like the future, but injury has cut his career to peices. Now the question is who will the Frenchman race for in 2014. Maybe Husqvarna?

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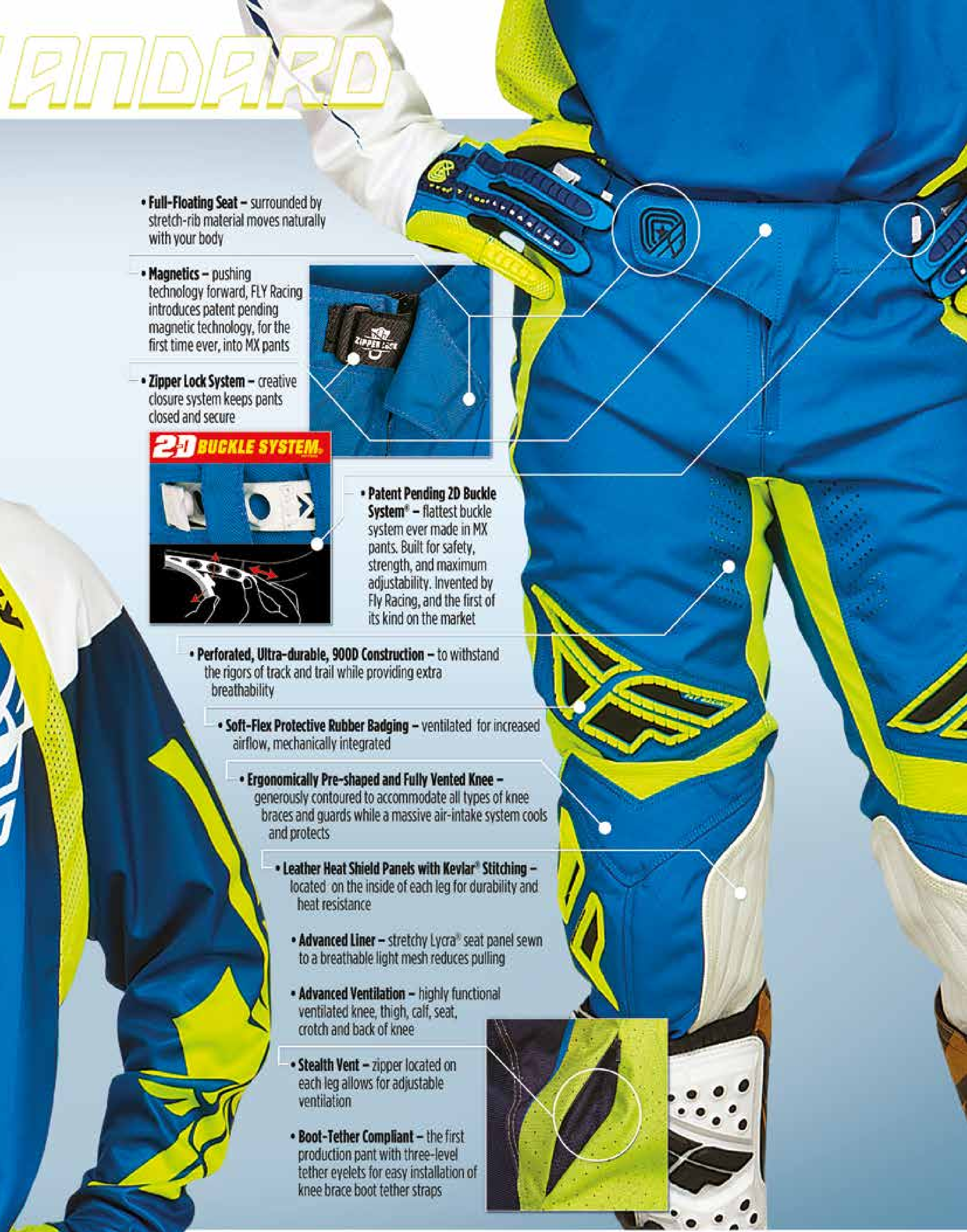

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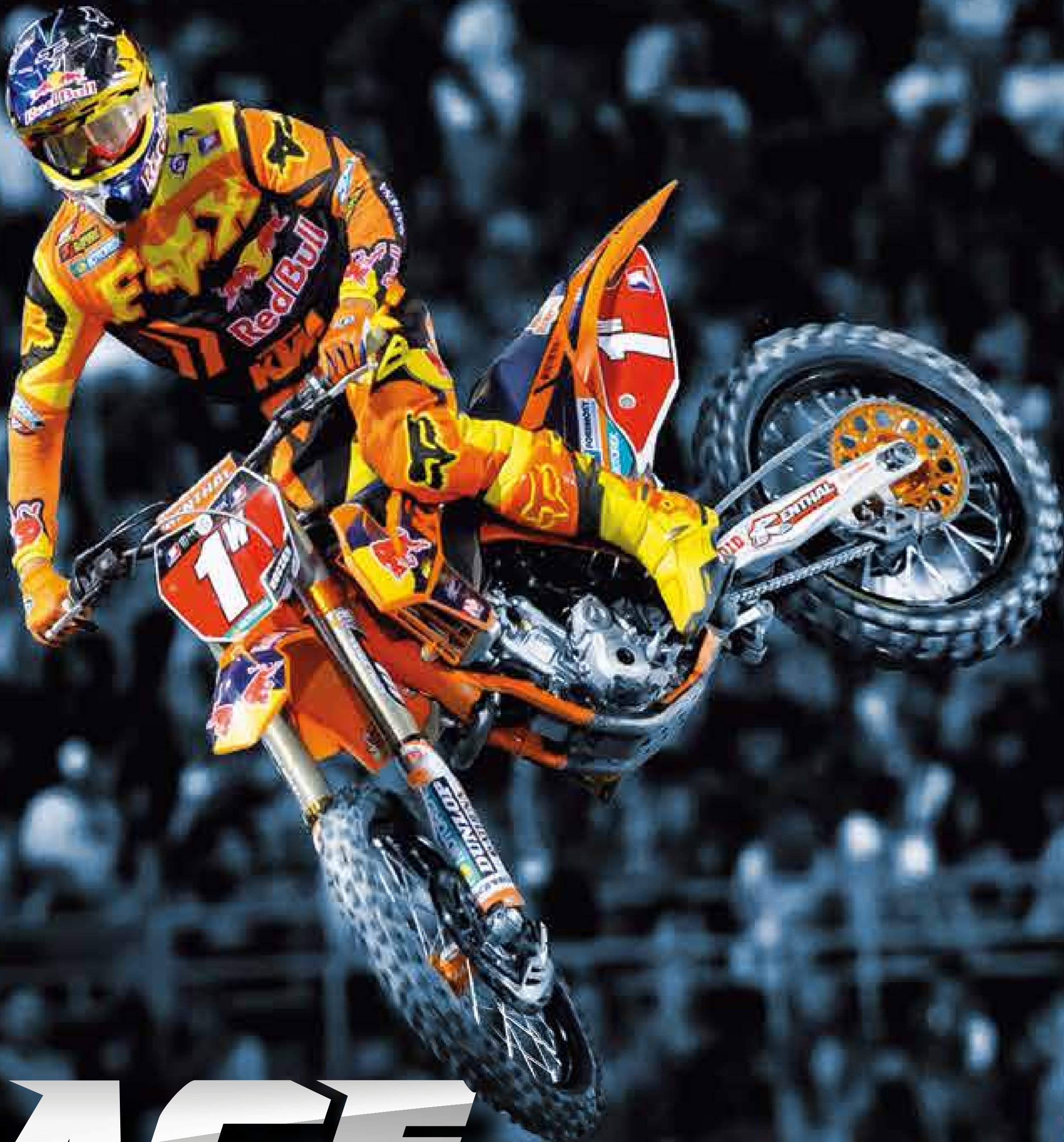

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FOR THE PRIDE OF GREAT BRITAIN

Story Geoff Meyer images Sarah Gutierrez

Monster Energy Kawasaki rider Tommy Searle continues to make progress in a season that has seen him learn a lot about the MX1 class, but also about preparing the 450cc machine for battle. Time spend in America in the early part of 2013 and then terrible weather in Europe meant that Searle lacked testing time and thus coming into Qatar and Thailand a little underdone.Despite running at the same speed as Jeffrey Herlings in 2012 and winning Grand Prix's the British rider struggled somewhat against much lesser riders. Now with the bike and his starts more to his liking Searle is starting to knock on the door of a podium finish.

A moto victory on the Saturday in Germany at the end of July and battles with the likes of Desalle and Paulin and his confidence is starting to shine through. We caught up with Searle in Germany and asked him about his somewhat tough 2013 introduction into the MX1 class.

Motocross Illustrated: Tommy, what has been the biggest problem with the bike, or yourself this year?

Searle: Actually it is not that it has not gone to plan, its just a learning year and we are working out the little things. I mean if everyone looks at the last few Grand Prixs we have had the speed, just some silly little things have happened, out my control most of the time, and I haven't gotten the results, but I am generally pretty happy with everything.

Motocross Illustrated: You went from fighting with Jeffrey Herlings for GP wins, to fighting from 5th to 10th in the MX1 class. That must have been tough to deal with?

Searle: It is not that I am battling 10th to 5th, at most of the last races I have been coming from around 20th place and getting up to 3rd place, until something happened, so I have been there, but my starts have not been the best. I mean the top ten in MX1 are really fast, after 10th it settles down a little, but if you don't get the start and everything doesn't go to plan, then you have a tough time getting to the front.

Motocross Illustrated: The Motocross of Nations is a couple of months away, have you spoken to Neil Prince about the team fort his year?

Searle: I haven't spoken to Neil, but I would imagine it will be myself, Jake (Nicholls) and Dean (Wilson). If Dean is not ready then it should maybe be Simpson, I think he has earnt his spot, he is our third best guy after Dean and myself for the 450.

Motocross Illustrated: Have you enjoyed the circuits and facilities in 2013?

Searle: Yes, I liked the one in Germany, I like being at road racing facilites like Germany and in Qatar, yes, the tracks have been good.

Motocross Illustrated: Tommy, you mentioned at the press conference in Germany that you will be staying with CLS for 2014. What made you decide on them?

Searle: Yes, I am going to stay at CLS. I had a two years deal and its good I am seeing this out. We need to make changes and I need to make changes. We will get more support from Kawasaki and more from Monster. This year was a learning year and the bikes are really good at the moment. We all want to improve.

Motocross Illustrated: On Saturday in Germany you showed your 2013 form again. How good did that feel?

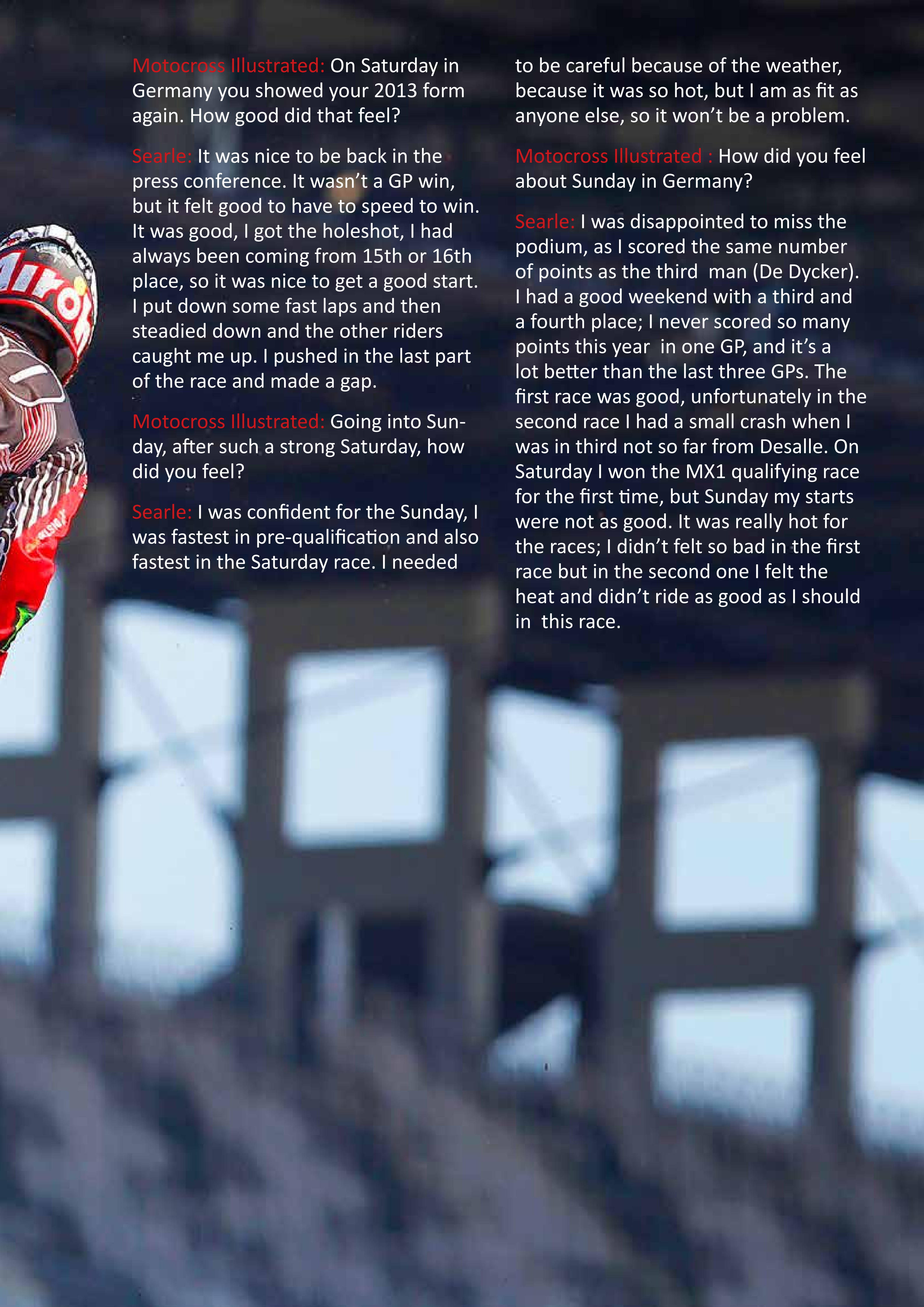
Searle: It was nice to be back in the press conference. It wasn’t a GP win, but it felt good to have to speed to win. It was good, I got the holeshot, I had always been coming from 15th or 16th place, so it was nice to get a good start. I put down some fast laps and then steadied down and the other riders caught me up. I pushed in the last part of the race and made a gap.

Motocross Illustrated: Going into Sunday, after such a strong Saturday, how did you feel?

Searle: I was confident for the Sunday, I was fastest in pre-qualification and also fastest in the Saturday race. I needed to be careful because of the weather, because it was so hot, but I am as fit as anyone else, so it won’t be a problem.

Motocross Illustrated : How did you feel about Sunday in Germany?

Searle: I was disappointed to miss the podium, as I scored the same number of points as the third man (De Dycker). I had a good weekend with a third and a fourth place; I never scored so many points this year in one GP, and it’s a lot better than the last three GPs. The first race was good, unfortunately in the second race I had a small crash when I was in third not so far from Desalle. On Saturday I won the MX1 qualifying race for the first time, but Sunday my starts were not as good. It was really hot for the races; I didn’t felt so bad in the first race but in the second one I felt the heat and didn’t ride as good as I should in this race.



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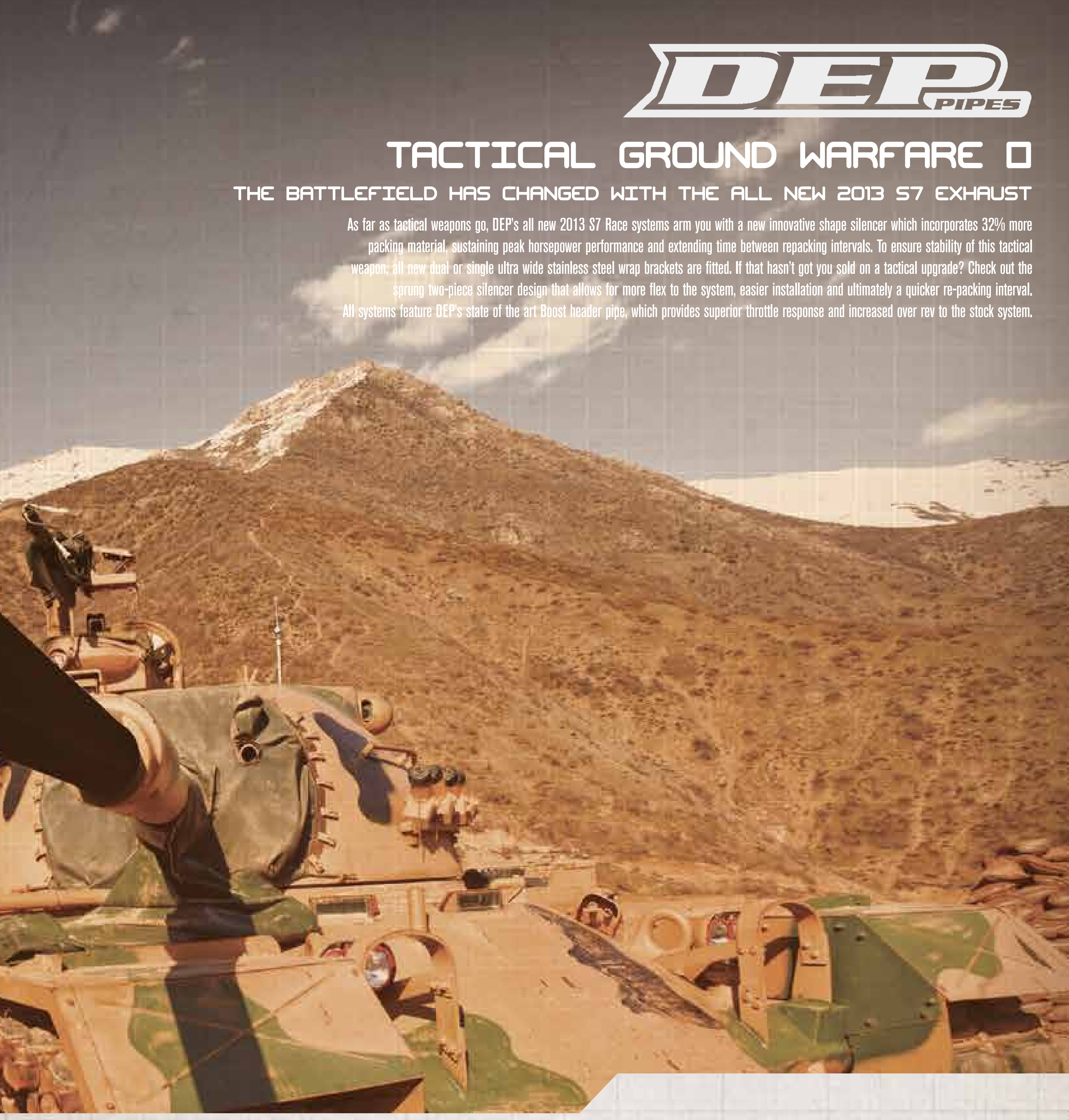

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THE COMEBAC

Words by: Dan Lamb – Interview by: Chase Yocom Images Suzuki

Heading into the 2013 Lucas Oil Pro Motocross Championship, nobody knew what to expe from Yoshimura/Suzuki’s James Stewart. The multi-time National Champion—who went 24 the 2008 450 Championship—had an injury-riddled debut with Suzuki during the 2012 outd Nationals and tore his ACL during the 2013 Supercross season. With that and with age bec a factor for the veteran, question marks followed the #7 into Hangtown.

At Hangtown, James came out and showed his speed by leading both motos, but in the end, he was a distant third place guy behind Ryan Villopoto and Ryan Dungey. Since then, James has had a very up and down year and, outside of a few rounds, has consistently been the third best guy in the series. For someone like James—who has been tagged “the fastest man on the planet” for most of his career—it has to be a tough pill to swallow, but he seems to be handling it with style. Every time I see James, he is smiling and just appreciating that he’s at the races. While he is not currently the fastest man on the planet, he is by far the most scrutinized man on the plant. Even with that, James seems to let it roll off his sleeves.

After his very solid 3-3 at Washougal for 3rd overall, and an overall victory at we got a hold of James in the pits and talked to the legend about his 2013 Motocross season and about his new role as a mentor to riders like Blake Baggett and some of the up-and-coming amateurs. You can read that interview from MotoXAddicts below.

Motocross Illustrated: James, congratulations, 1-3 on the day for the overall win. How does it feel?

Stewart: Feels good! Feels good to have some luck come my way. To be able to win the overall was nice, and winning here at Millville—it’s always one of those tracks you look forward to. To be able to win it the way I did—battling in both motos and having some of the craziest racing in a long time that last moto—to come out on top is special, so I can’t say enough.

Motocross Illustrated: James, 3-3 on the day at Washougal. How did you feel your day went?

James Stewart: I felt good. I just struggled a little bit track wise, set-up wise, but overall, we’re back on the podium and we’re walking out of here. I knew the track was going to be tough for me, personally. We did good; we did the best we could. We should have done a little bit better in that second moto, and I’m a little frustrated with that, but overall, I can’t complain being on the podium—especially with all the talent out here. So we’re good.

Motocross Illustrated: You mention struggling with set-up. Can you be a little more specific on what the struggle was?

James Stewart: Ah, we just made some changes to the suspension. You’re

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racing and, in the one-day program, you're kind of guessing, you know, and we we're trying to guess the track and we guessed it wrong. But it was alright, and it was obviously good enough for third, but it wasn't good enough to be up there battling with the Ryans [Villopoto and Dungey]. That's where I want to be at.

Motocross Illustrated: You didn't make it to Washougal last year, so it's been a while since you've been here.

James Stewart: Yeah, I haven't been here since 2008, so it's been a long time. The track seems like it's a little narrower now than it was back in '08, but it's narrower when you're chasing guys and it's wide when you're out front.

Motocross Illustrated: What about the soil at Washougal? I've raced here a lot, and I know it's a lot slicker than it looks. Is that something you like or something that's a struggle for you?

James Stewart: I just think if you don't ride on it a lot it's difficult. I think going in and out of the trees makes it difficult with the shadows. It's one of those tracks that if you're not focused all the way around the track, you'll be on the ground—you'll be on your head. So that's probably the hardest part, but we did good. We finished it out, no falls today, nothing too big, and we'll go to Millville which is known dirt to me.

Motocross Illustrated: James, in the middle of the season you were struggling—running around 5th to 10th—but over the last few rounds, you've been consistently the third place guy. What changed as of late that has you back on pace?

James Stewart: Starts and not hitting the ground—and deciding that 5th is not where I want to be at. I feel like, with the Ryans, they were obviously a little bit better today, and with Justin [Barcia] and Trey [Canard], I feel like we all should be battling, and I was battling in the back with guys I normally don't battle with. It all really comes down to a start. I've been getting decent starts, but today—I really didn't get good starts today. I just made some great passes really quick. It's all in the mindset that I shouldn't be back there. That's just, for me personally, that's my goal.

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Motocross Illustrated: I've noticed lately that with your veteran experience you're kind of starting to take on that mentor role. I know Blake Baggett is staying and training at your house now, and I heard you talking to Wil Hahn and others as well. Is the mentor role a role you see yourself taking on more and more as you get older?

James Stewart: You know, as I've gotten older, I've grown out of my shy phase in life. I've always been kind of that quiet kid—well, except when I'm on T.V. or right here with the fans, but I'm pretty quiet when I'm on my own. So it's nice. I think a lot of the guys have respect for me, and it's cool. Anytime I can help them out it's nice, and Blake asked to come down and I said, "No problem." My house is open to the guys that put in the work. Tommy puts in the work. Both Wil and Tommy put in the work, and Blake obviously, and we had Cooper Webb down there and about seven kids, so anybody that's willing to put in the work is welcome to come down.

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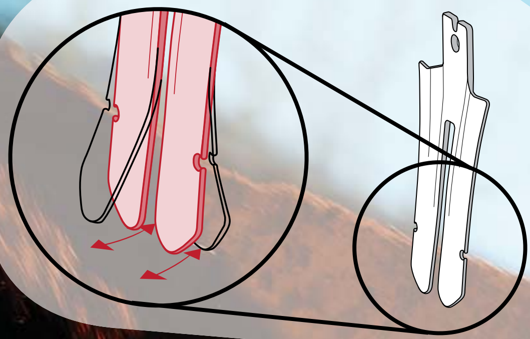

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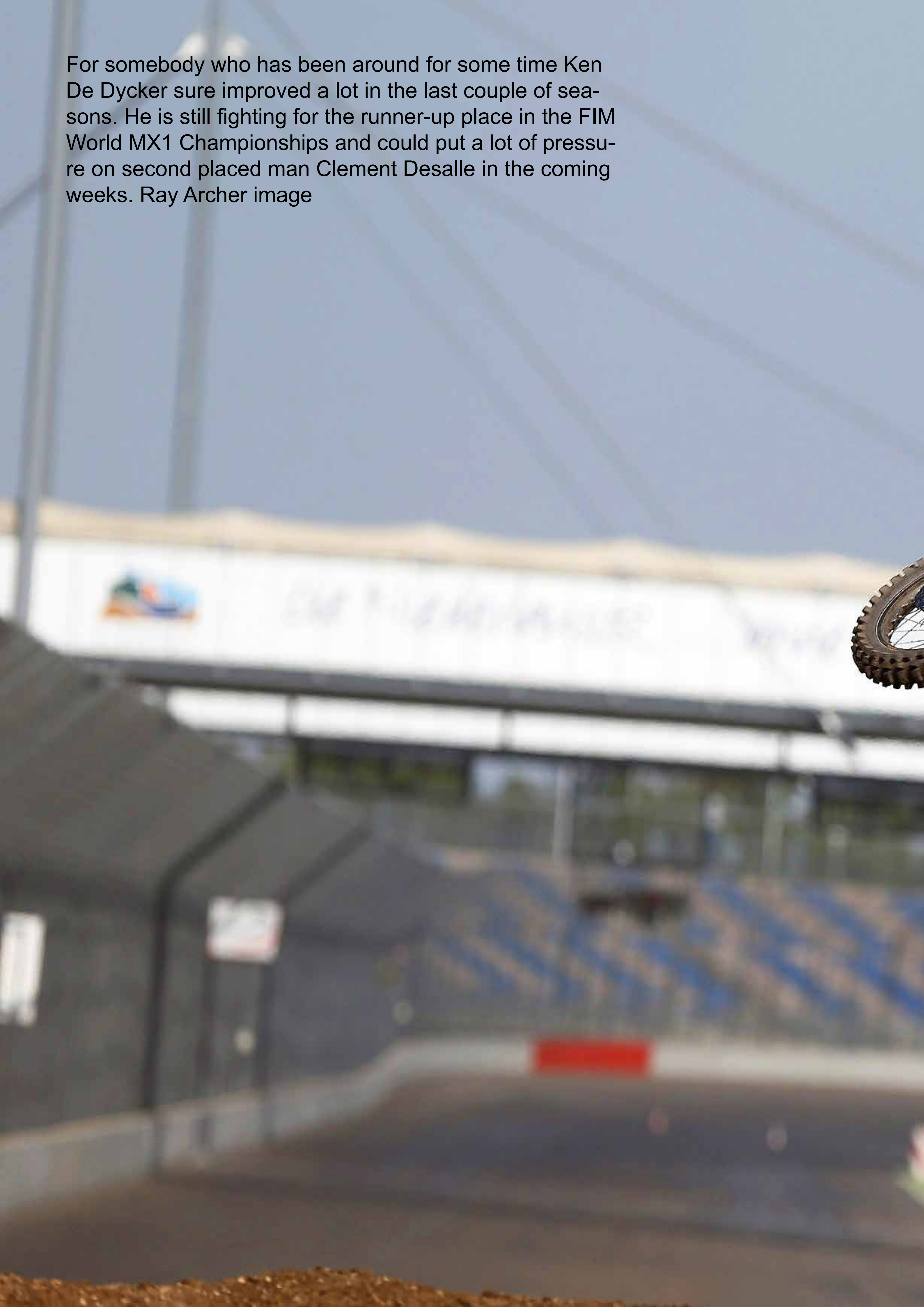
The FIM World MX1 Championship has become something like the AMA 450cc Championships where if you don't get results keeping your place on the team can be difficult. Here Antonio Cairoli leads the pack once again. Ray Archer image



For somebody who has been around for some time Ken De Dycker sure improved a lot in the last couple of seasons. He is still fighting for the runner-up place in the FIM World MX1 Championships and could put a lot of pressure on second placed man Clement Desalle in the coming weeks. Ray Archer image

A lovely person is Gautier Paulin, but crashes and inconsisteny has cost him any chance of winning the 2013 FIM World MX1 Championship. Here the Frenchman tries to get over the heat in Germany. Kawasaki image

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Ryan Villopoto might just be the fastest rider in the World. He is for sure the fastest rider in America and in September he will get his chance to put his speed up against the multiple World Motocross Champion Antonio Cairoli. Mouth-watering stuff. Simon Cudby image

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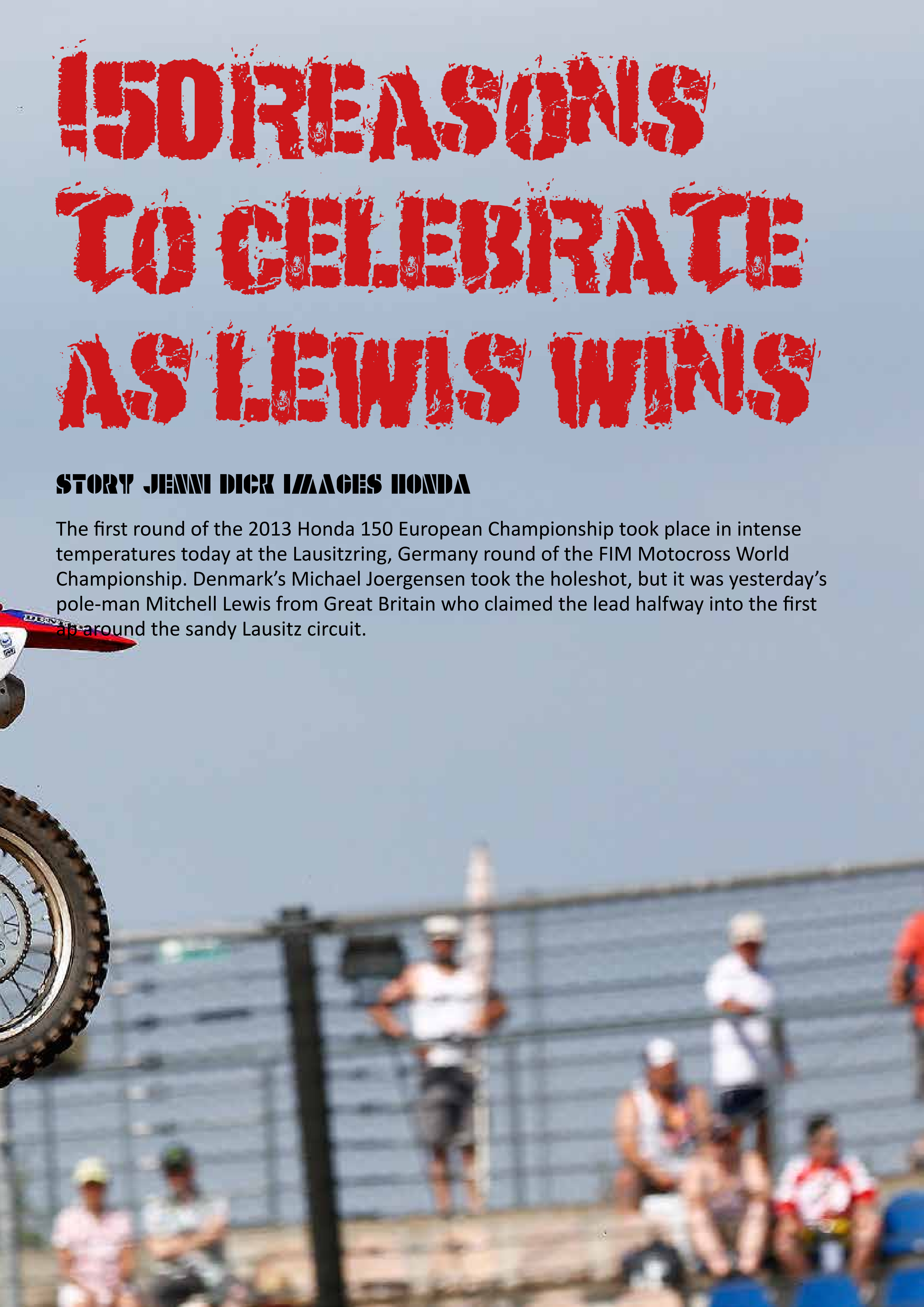

150 REASONS TO CELEBRATE AS LEWIS WINS

STORY JENNI DICK IMAGES HONDA

The first round of the 2013 Honda 150 European Championship took place in intense temperatures today at the Lausitzring, Germany round of the FIM Motocross World Championship. Denmark's Michael Joergensen took the holeshot, but it was yesterday's pole-man Mitchell Lewis from Great Britain who claimed the lead halfway into the first ap around the sandy Lausitz circuit.

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Joergensen was passed by Italian Filippo Grigoletto soon after, who then looked to be closing on Lewis after setting the fastest lap of the race. However, a mistake leading into the wave section slowed him and allowed fellow countryman Alberto Forato to take second position on the track.

Forato pushed hard to catch Lewis, but the British youngster responded and controlled the race from the front by maintaining a comfortable gap to the Italian, while taking the first ever Honda 150 European Championship race win by 11 seconds.

Forato took second position, while Grigoletto held off a late charge from Joergensen, who had found a good rhythm around the Grand Prix circuit, to claim the final podium position. Ethan Winchester took fourth place after a tough battle with Sweden's Erik Englund and Winchester's performance was impressive, considering the British youngster was carrying an injury from training.

Luca Pepe Meger from Germany improved on his qualifying result with seventh place ahead of Denmark's Lucas Ankjaer and female rider Shana Van Der List from The Netherlands. Bennet Schaefer from Germany completed the top 10 in front of the home Grand Prix fans.

The championship, which offers the youngsters

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the opportunity to race on supplied CRF150R machinery at Grand Prix events, now heads to Bastogne in Belgium in two weeks' time before the season finale at Matterley Basin in Great Britain the following weekend.

"I think the championship is really good; everything has been so organised and relaxed. We took the bikes out earlier in the week, which allowed for some suspension set-up, and I have to say I'm quite surprised just how good these bikes are out of the crate, as I haven't ridden a CRF150R in a while," said Lewis.

"I'd like to thank all of my sponsors, as it's so good to win here. It's unreal to race at a Grand Prix track, and to be doing jumps while seeing the crowd is amazing. Yesterday I didn't get a good start, but I sat behind the leading guys and with 10 minutes to go I made the pass and pushed towards the end, as they began to get tired. Today's race was awesome. I got a good start, which made it easier with no roost and stuff, but it all went well and it was great to be on the podium," concluded the youngster.

To find out more information about the Honda 150 European Championship please visit www.honda150championship.com

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The Honda 150 European Championship is the exciting new youth class competing at the FIM Motocross World Championship. The goal of the series is to provide young 11 to 14 year old racers with an equal opportunity to showcase their talent at the FIM Motocross World Championship. With the Honda CRF 150 they have the perfect motorcycle with which to develop the essential 4-stroke riding skills for a career in modern Motocross, and as all the bikes are completely equal it is the best racer on the day who wins! The series Champion will be awarded the dream prize of a fully supported ride in the EMX 250 Championship with a top Honda team.*

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Round 2 - Italy, Maggiora, 16th June
Round 3 - Germany, Lausitzring, July 28.
Round 4 - Belgium, Bastogne, 18th August
Round 5 - Great Britain, Matterly Basin, 25th August
Plus one round to be confirmed.

CRF 150R

For further information please visit www.honda150championship.com

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KING CAIROLI ROLLS ON IN GERMANY

STORY GEOFF MEYER IMAGES RAY ARCHER

Six times World Motocross Champion Antonio Cairoli of the Red Bull KTM Factory team has proven time and time again that he is a special character and a great Motocross racer. Never looking at the negatives of anything, just always looking forward and accepting what comes his way. He did it again in Germany going 2-1 for the victory.

Last weekend in Germany the Italian looked cool, calm and collected, and heads into Loket this weekend with one hand on the 2013 FIM World MX1 Championship. We caught up with him last weekend, after his victory.

Q: Antonio, how have you felt in Germany?

Cairoli: I am ok, my training is better, I train more and more and with my knee it goes well. This week I started running again after a month and I was only riding the bike. It was hot in Germany and the track was very bumpy. In the first moto I didn’t have the speed to keep with Clement, he was riding really well, but I scored 22 points and I am thinking about the championship now. In the second race I tried to do my best to win the Grand Prix and I knew everyone was getting tired, me too, but I tried to pull away and stay out of trouble.

Q: You seemed to enjoy the circuit?

Cairoli: I liked the track a lot and I think its a good track and I hope we can come to these types of tracks more. Like I said a lot of time, and people think I am crazy for saying what I say, but I think this is the way we have to go, I think we need to improve our sport, it isn’t like 20 years ago when we put some poles in the field and just go, we need to be more professional and if we have sponsors at the track they need the facilities to be here. They don’t want to sit in the mud. Look at the press room in Germany, I think the media like it a lot. I think it is easy to build a track anywhere and I really liked the facility in Germany.

Q: What about the Motocross of Nations, do you know much about the team yet?

Cairoli: The question about the Motocross of Nations is a good question. We pick the third rider at Matterley Basin, we need to see how Philippaerts and Guarneri are, they need to be in better shape. For sure Lupino and I are in the team, but we have to see for the third rider.

José Butron | MX2 World Championship

Photograph: **Bavo Swijgers**

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The young Dutch rider from the Red Bull KTM Factory Racing Team celebrates his first senior World Championship title in 2012. Following Tyla Rattray in 2008, Marvin Musquin in 2009 and 2010 and Ken Roczen in 2011, Herlings is the fifth rider in a row to take the MX2 World title with the KTM 250 SX-F!

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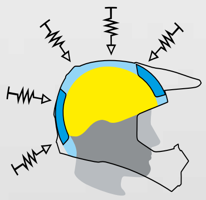

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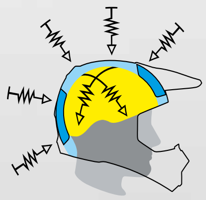

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BRITISH GRAND PRIX FESTIVAL

Geoff Meyer story

Steve Dixon is the promoter of the Grand Prix of Great Britain. Once again Dixon wants to make sure his Grand Prix is the highlight of the Grand Prix season and he is working hard to make sure the British public have something to enjoy on August 24 and 25.

Q: Steve, how has the preperation been for the Grand Prix of Great Britain?

Dixon: Being that it is dry in England its been good for the preperation. We changed the track a little, and obviously changed other areas, like the skybox and the pit box, so the crowd can see the start better from the hill. We are pretty pumped, some new sections. We just want the event to run smoothly, as we will have Belgium the week before. Ticket sales have been good and a lot more people are going for the 4 day experience, also a lot of campers. We have kept the price stable, and its a good price when you consider what it costs to go to a festival in England. I hope we get a good turn-out.

Q: Matterley continues to improve each year. Do you feel like it has room for improvement, so such a young circuit?

Dixon: People think of Matterley as a young track, but since 2000 when it was last held at Foxhills, this circuit has held more GPs than any other track in recent years. We have had four Grand Prixs at this circuit, so its the home of Grand Prix Motocross. We can now see some stability in England with the Grand Prix and the fans need to know they can count on us.

Q: What is important to make this Grand Prix continue to improve and attract more people?

Dixon: In 2010 there wasn't a British Grand Prix, and I was asked to help, and people wondered if the event would run and it did run and ran well. Then we had the festival, all those classes and I think that was huge for the event, but everyone and even me to some extend couldn't believe that type of event could happen. I mean last year we have a good data to improve for this year.

Q: What can the fans expect in 2013?

Dixon: This year we will have bands playing and more bars around the public watching area. We are also building a good reputation with the local council. We are in control and everything is going smoothly. It is still being run in a national park and it is still traditional Motocross. The calendar has been nice this year with so many diverse types of events. Going to England you expect grass field, and people partying in the night. Holland has sand, Italy and France have hardpack and I think we are going in the right direction and I believe everyone is working together for the sport.

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HAT TRICK FOR TONY CAIROLI!

TRICAIROLI

Red Bull KTM's Italian factory rider Tony Cairoli takes his third consecutive MX1 World Championship title for KTM. The six-times Motocross Champion has won around half of all the races in 2012 on his KTM 350 SX-F and has taken more than 80 percent of the available points – GRANDE TONY!

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